



# City of Beaverton

## Downtown Design Project

### Open House, Jan. 22, 2018: Summary Report

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The Downtown Design Project seeks to add the vibrancy of Downtown Beaverton by establishing an identifiable downtown and stimulating downtown redevelopment. The Downtown Design Project will develop an Urban Design Framework, informed by community input, that will guide future downtown development.

The following is a summary of notes and comments received from the community during an Open House at Beaverton City Library on Monday, January 22<sup>nd</sup> for the Downtown Design Project.

Participants were presented with an Opportunities and Constraints analysis for the study area, a prompt to share what a vibrant downtown Beaverton would have, and a blank aerial of the study area to solicit feedback regarding what works and what needs improvement in downtown. Each topic area was set up as an individual station which participants could visit and offer comments. Below are the key takeaways from each station.

#### **General comments recorded by staff**

- Someone appears to be running a commercial business near Fifth and Filbert and parking many cars on the street in this area, especially SW 6<sup>th</sup> Street between Filbert and Alger.
- There is more pedestrian activity recently at Lombard and Farmington, likely because of Barcelona and La Scala. The pedestrian and auto signals need a fresh look to ensure they are best timed for pedestrian and auto traffic now that there are higher pedestrian volumes.
- Broadway is a good example of a good shopping street that builds community identity and brings people together. We need more blocks like that Downtown, ideally linked together. (Cars are trying to get through this area too fast, though.)
- Graffiti is no longer getting removed. The city doesn't seem to be enforcing it. A building near Bank of America has quite a bit, and Natural Grocers has some on it, too. It makes the area look blighted and encourages more graffiti.
- On the opportunities and constraints board, it mentions that Canyon is auto-oriented and not great for pedestrians. One commenter said the curb cuts and the narrow sidewalks that are right on the curb are a larger problem than the mix of businesses in that area as far as pedestrian comfort.
- We should be thinking about the connections between Western Avenue, Allen Boulevard, Downtown, and neighborhoods between Highway 217 and Murray Boulevard.
- Downtown needs fewer surface parking lots and more opportunities for housing, shops and restaurants.



- Car dealerships with large surface parking lots for car storage remove the opportunity for more vibrant uses.
- Fill in sidewalk gaps in Downtown.
- Dumping is occurring on vacant lot at 2<sup>nd</sup> and Lombard (two comments)
- Large shade trees should be planted with new developments
- Provide places to sit and connect
- Pedestrian friendly and welcoming
- Traffic calming should be considered to increase feeling of safety
- Make downtown a destination like Old Town San Diego
- Restaurants should have open air seating
- More restaurants, coffee shops
- Pedestrian friendly, provide more walking paths
- Broadway is awkward, ½ is car dealership
- Leisure activities should be added to downtown
- Outdoor seating is important
- Food related event for dietary restrictions - Downtown map should ID restaurants that accommodate dietary restrictions
- Beaver statues should be located downtown
  - Could be playground equipment kids could climb on
  - More kids equipment near fountain in general
- Additional housing units has resulted in northbound Lombard backing up at Farmington
- Downtown should reflect

**Responses to Opportunities and /Constraints Analysis – Staff provided green (agree) and red (disagree) dots for attendees to share opinion on SERA analysis. Multiple dot recipients listed below**

**NW Quad**

- AGREE: Beaverdam Assessment as a whole
- AGREE: Canyon Road Barriers
- AGREE: Daylight creeks
- AGREE: Superblocks impede connectivity

**NE Quad**

- AGREE: Infill north of Beaverton Transit Center should occur
- AGREE: Superblocks impede connectivity
- AGREE: Crescent Connection, the pedestrian path between Hall Boulevard and Lombard Avenue adds valuable connectivity

**SW Quad**

- AGREE: Broadway East Opportunity Site
- AGREE: Broadway West Opportunity Site
- AGREE: Restaurant Row



- MIXED/DISAGREE: Library Parking Lot Redevelopment

#### SE Quad

- AGREE: Rail Line Barrier
- AGREE: Narrow street east of Lombard
- MIXED/DISAGREE: Library Parking Lot Redevelopment

**Current State Feedback – Attendees were given four colored dots, representing: Favorite Places, Place to Avoid, Places that need more open space, and places that should develop the most densely. Below captures overall themes.**

#### Favorite Places:

- The Round development surrounding Beaverton Central Max Station
- Beaverton High School
- Library/City Park/ Farmers Market
- Broadway between Hall and Watson

#### Places to Avoid

- Car Dealerships
- Traffic on 5<sup>th</sup> and Hall
- Traffic at south end of Cedar Hills Blvd (at Canyon & Farmington)
- Traffic at Millikan and Watson
- Tree grove at city park after dark (feels unsafe)

#### Needs more Open Space

- Holland Plaza on Broadway east of Hall Boulevard
- Burnside Property at the corner of Second Street and Lombard Avenue
- North of Beaverton Transit Center
- North of the Round (Near Arts Center)
- Shopping Center east of Beaverton Transit Center

#### Should Develop Densely

- North of Beaverton Transit Center
- Shopping center south and east of Beaverton Transit Center
- Holland Plaza
- Old Town Hall-Watson Corridors
- Essentially every car dealership and large surface parking lot



Community members were asked to complete the sentence “A vibrant downtown Beaverton has (or is)...” Answers were recorded on a series of flipcharts, and participants were able to mark existing answers if they agreed with them. Marks of agreement are indicated by numbers in parentheses (x).

#### Land Uses

- Community based, not-for-profit housing development (8)
- Something for all ages (3)
- Multi use facilities (3)
- Fewer car dealerships in core areas (2)
- Small shops (2)
- Good food (2)
- Food carts (2)
- Bookstore
- A breakfast spot with “foodie” food, serving 7 days a week starting at 7am
- Restaurant choices
- Farmer’s Market
- Outside dining
- Local stores- no chain stores
- Dense residential
- Buildings up to the sidewalk

#### Welcoming

- Low rent (7)
- Spaces that are welcoming and accepting of diverse peoples (4)
- Geared towards middle schoolers and teenagers (3)
- LGBT friendly and specific spots (3)
- Implementation of anti-gentrification/displacement measures (2)
- Inviting to people of color reflects multilingual city (2)
- Pride festivals (2)
- Inviting to people of all incomes
- Great disability access
- Diversity
- Monuments of women and people of color and minorities

#### Amenities

- Plants/flowers (4)
- Street lights (4)
- Shade trees (3)
- Water features (2)
- Hanging baskets
- News boxes- Willamette Week and Portland Mercury
- Restrooms
- Benches

#### Circulation

- Easy, pleasant passage between core areas for biking and walking (4)
- Pedestrian friendly areas (4)
- Limit flashing yellow signals- not in busy intersections at high traffic times, it’s dangerous. Example: Beaverton Hillsdale at Fred Meyers (3)
- Great transit
- Easy connections (bike/pedestrians) to surrounding neighborhoods
- Bike parking



### Culture and Entertainment

- Preserved historical buildings (5)
- Art everywhere, murals, done by local artists (5)
- Historical interpretive signage (4)
- Visual connections to lost history (3)
- Diversity (culturally: food, events, art, etc) (2)
- Center for the Arts (2)
- Older buildings that contribute to 'Main Street' feel (2)
- Night life (2)
- Arcade (2)
- Live music with a low cover charge
- Art gallery
- Museums
- More murals
- Art

### Nature, Parks and Open Space

- Public areas/parks (5)
- Daylight the creek (3)
- Large historic trees that are protected from removal (4)
- Investment in trees that will grow tall such as elm, oak, tulip tree, natives, plane tree. Look to City of Portland Urban Forestry and Bureau of Environmental Services as positive examples (3)
- Connected wildlife corridors along creek (2)
- Dog Park (2)
- Live beaver exhibit or viewing platform

# City of Beaverton

## Downtown Design Project

### Framework Alternatives Open House, Feb. 22, 2018: Summary Report

Project Manager: Steve Regner

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The Downtown Design Project seeks to add the vibrancy of Downtown Beaverton by establishing an identifiable downtown and stimulating downtown redevelopment. The Downtown Design Project will develop an Urban Design Framework, informed by community input, that will guide future downtown development.

The following is a summary of notes and comments received from the public during an Open House at City Hall on Thursday, February 22nd for the Downtown Design Project.

Building off feedback gathered previously on the team's analysis of opportunities and constraints facing Downtown Beaverton, participants at this Open House were asked to comment on the character they envision for the opportunity areas identified in Downtown, using photos demonstrating key concepts, voting dots, and notes. The resulting feedback created a collage of imagery and comments to illustrate how participants see the character of downtown sub-districts evolving over time.

## GENERAL COMMENTS

Participants repeatedly noted heavy traffic and auto-oriented street design on Canyon and Farmington as barriers to pedestrian connectivity between areas of Downtown. Participant responses also expressed preferences for more pedestrian- and bike-oriented infrastructure within Downtown. Additionally, participants consistently noted support for parks and recreation in areas adjacent to the creek(s) as well as the restoration of the creek(s) as a natural landmark.

## VISION FOR DOWNTOWN BEAVERTON

Many community members expressed a vision for Downtown that showcased the area as a unique, walkable, active place that attracts people and businesses. In particular, many noted a desire for a comprehensive, integrated identity; greater walkability and connectivity; more/improved access to nature and open spaces; and more urban programming, such as museums, retail shops, restaurants, and plazas. Also noted was a desire for road improvements and more parking options/strategies.

Below are summaries of key takeaways for each opportunity area discussed during the Open House. Full size images of each opportunity area poster can be found at the end of this document.

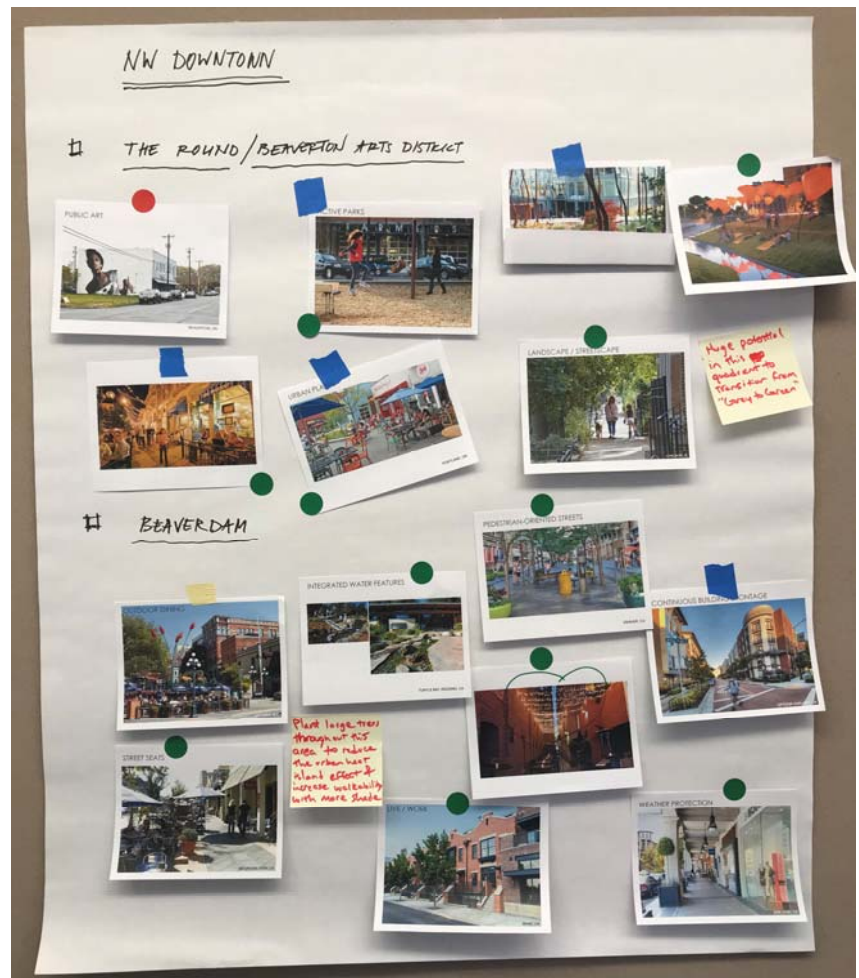
## NW Downtown

### The Round/Beaverton Arts Area

Many community members expressed a desire to see this area incorporate more pedestrian-oriented open spaces, such as parks, plazas, wider sidewalks with street trees, and access to nature. Development in these areas was envisioned as multi-storied developments with continuous presence of buildings at the sidewalk.

### Beaverdam Opportunity Area

Participants felt this area could support larger scale development, with multi-storied mixed uses, such as retail, services, and residential. Community members also envisioned this area as a pedestrian-friendly environment with wide sidewalks supporting street amenities such as outdoor dining areas, plazas, and street lights,





## NE Downtown

### Millikan Opportunity Area

Stakeholders favored this area having larger scale, mixed-use development with active ground floor uses, such as restaurants and retail. Participants also envisioned this area providing more pedestrian and bike infrastructure including plazas, public art, dedicated bicycle facilities separated from vehicle traffic, street designs that slow vehicle traffic.





## SW Downtown

### East Broadway Opportunity Area

Stakeholders expressed excitement for this area to build on the success of the Broadway Historic District and incorporate more active, mixed use development such as retail, creative office space, and restaurants with outdoor seating. Participants also felt this area could include more street amenities such as plazas, public art, and plantings. In addition, reclaiming parking areas for active uses in this area was consistently supported by community members.

### Restaurant Row Opportunity Area

Community members noted a desire to see more pedestrian and bike-oriented infrastructure in this area, including a bike/pedestrian bridge across Canyon and Farmington, outdoor street seating, street lights, and buffered bike facilities.

### Library Opportunity Area

Overall, community members did not address how/if this area should change in the future, instead focusing their attention in areas closer to Farmington. However, stakeholders agreed that this area could include more vertical, mixed use development such as live/work developments with active ground floors.



## SE Downtown

### Old Town Opportunity Area

Comments for this opportunity district largely centered around the preservation of the existing residential neighborhood, with specific notes regarding preserving large trees and the historic neighborhood character.

### West Broadway Opportunity Area

Stakeholders agreed that this area could develop as a more visible gateway into Downtown and envisioned more housing targeted toward non-car owners to minimize traffic impacts.

### West Broadway/Post Office Opportunity Area

Participants envisioned this area having dense, vertical, mixed use development with continuous building frontages on the street and active ground floor uses. All of the images selected by community members suggested wide sidewalks with space for pedestrian-oriented street amenities. Individual images portrayed pedestrian amenities such as easy access to transit, open space and plazas, weather protection, street lights, outdoor seating, and integrated water features. Safe and comfortable bike facilities were also desired in this area by participants.



## APPENDIX I: DETAILED NOTES

FEBRUARY 22, 2018 | 6PM-8PM

**Participants were asked what their vision for Downtown was. The question was open ended and responses were recorded on flip a chart.**

- A place people want to go, instead of going to Portland, and a place that people, businesses, shops, and food from Portland want to move to Beaverton.
- Comprehensive integrated identity
- Concerning housing for low-income populations to keep Beaverton equitable and inclusive to all
- Safe crossings for pedestrians and cars
- Greater walkability!
- Pedestrian bridge at Canyon and Hall with a “Welcome to Beaverton” sign and artwork greeting westbound visitors from Portland
- Bridge connecting Broadway to The Round including room for pedestrians, bikes, and cars
- Signs directing visitors where to park
- More parking options
- Move car lots off Broadway. Maybe down Canyon?
- Maybe parking meters on Broadway
- Smooth running traffic
- Integrate Nature
- Pathways to view creeks and wildlife
- Dog park
- Restaurants, retail shops, apartments, plaza (not auto dealerships)
- Museums
- Celebrating the Arts!
- Cameras for safety
- Do something to assist the blockade on 217

### **NW Downtown (Hocken to Watson; Center to Canyon)**

- Existing Conditions
  - (Agreement) Emphasizing prominence and access to creeks
  - (Agreement) Beaverdam Opportunity District Comments
  - (Agreement) Canyon Road as a highly trafficked thoroughway for cars and a barrier for pedestrian traffic with limited crossings
- Future Character
  - The Round / Beaverton Arts Opportunity District
    - Pictures: public art, active parks, string lights, urban plazas, landscape/streetscape, open space by water

- Huge potential in this quadrant to have natural areas integrated in redevelopment
- Beaverdam Opportunity District
  - Pictures: outdoor dining/plaza, street seats, integrated water features, pedestrian-oriented streets, continuous building frontage, string lights, weather protection, live/work development (3 story)
  - Develop this area to retail/commercial use, much like streets of Tanasbourne, Bridgeport Village, or Lake View Village in Lake Oswego, with access being primarily pedestrian. Include plenty of onsite parking.
  - Plant large trees through this area to reduce the urban heat island effect and increase walkability with more shade

### **NE Downtown (Watson to 117<sup>th</sup>; Center to Canyon)**

- Existing Conditions
  - (Agreement) Areas adjacent to the creek offer opportunities for passive parks and recreation areas
  - (Agreement) Restoration of the creeks as a natural landmark
  - (Agreement) Large blocks present challenges to connectivity
- Future Character
  - Millikan Opportunity District
    - Pictures: vertical mixed use development (2 pictures), separated/buffered cycle track for bikes (2 pictures), urban plazas, plazas/public art, public art, integrated water features, themed/branded district characters, weather protection, food carts, traffic calming, street lights, outdoor seating/dining, adaptive reuse (comment: wherever possible)

### **SW Downtown (Stott to Betts; Canyon to 5<sup>th</sup>)**

- Existing Conditions
  - (Agreement) West Broadway Opportunity District Comments
- Future Character
  - General
    - Pictures: flexible working space (popular), plazas/public art, outdoor dining, micro-parks (popular), reclaiming parking for active uses, streets for every one
    - Drawing of a bike/pedestrian bridge over Canyon and then another over Broadway and Farmington. At the top, the bridge included wider areas for pedestrians to use as gathering/viewing areas
    - Remove pedestrian and bike barriers to crossing Farmington and Canyon
    - 3 different downtown area, but they are difficult to travel between them

- Signal timing on Canyon/Broadway/Farmington should be reviewed for efficient vehicle traffic
- Improve Cedar Hills crosswalks
- Standards for signage! Too many and there is a mess of miscellaneous signs
- Include bocce ball and seats for multigenerational users in park spaces
- Dog parks on tiny lots
- Extend the Broadway Historic District
- Buildings meet the street and has parking in back
- District parking for Beaverdam/Broadway
- East Broadway Opportunity District
  - Pictures: highly articulated building frontage with transparent ground-floor retail
  - This District should have string lights year-round, not just for Christmas
  - Maintain historic quality of Downtown
  - East Broadway should be retail instead of automotive
  - More street art
  - More historic information. Beaverton has a cool history
- Restaurant Row Opportunity District
  - Pictures: outdoor street seating, safe/comfortable bicycle facilities
  - Better names for developments (historic relevance to area...instead of “the Rise” and “Barcelona”)
- Library Opportunity District
  - Pictures: live/work development (3 story)
- West Broadway Opportunity District
  - More housing targeted toward non-car owners to minimize added traffic impacts on tight, adjacent streets
- Old Town West Opportunity District
  - Preserve houses with high-value trees for adaptive reuse, preserving these natural resources and the historical character of the neighborhood
  - The lights from the high school stadium could severely impact livability for residents next to the school. Preserve the good condition of houses and trees near the school to prevent this

## **SE Downtown (Washington to Filbert; Canyon to 5<sup>th</sup>)**

- Existing Conditions
  - (Agreement) The rail line as a barrier to connectivity
- Future Character
  - West Broadway/Post Office Opportunity District
    - Pictures: vertical mixed use buildings (3 pictures), street lights (3 pictures), safe/comfortable bicycle facilities, integrated water features, pedestrian-oriented streets, sidewalk cross-section, easy access to transit, outdoor seating/dining, street seats, weather protection, continuous building frontage

- Multi-generational
- More walkability
- Wider sidewalks
- More urban
- Preserve/enhance natural features
- Need a dog park
- Enhance the creek
- Need a trolley/local circulator Put rail below grade
- Due to close proximity to railroad, major streets, and freeway, we must plant large-form trees on public and private land and rights-of-way for public and environmental health
- North/South connection from The Round to Broadway to the Library
- Slower traffic on Canyon (and Farmington)
- If Hall becomes 2-way, all traffic goes on Hall instead of split with Watson
- Bike facilities
- North/South connectivity for bikes
- North/South light timing
- Blue indicator light (bike detection)
- More crossings
- Move car lots out of Downtown (may require City assistance)
- Parking signage (shared parking)
- Not enough parking around Broadway (shared parking?)

## APPENDIX II: Opportunity Area Summary Boards



## NW Downtown

### NW DOWNTOWN

#### # THE ROUND / BEAVERTON ARTS DISTRICT



Huge potential  
in this quadrant to  
transition from  
"Grey to Green"

#### # BEAVERDAM



Plant large trees  
throughout this  
area to reduce  
the urban heat  
island effect &  
increase walkability  
with more shade





## NE Downtown



## SW Downtown





## SE Downtown

### S.E. DOWNTOWN

#### # WEST BROADWAY / POST OFFICE



# City of Beaverton

## Downtown Design Project

### Framework Alternatives Open House, Feb. 24, 2018: Summary Report

Project Manager: Steve Regner

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The Downtown Design Project seeks to add the vibrancy of Downtown Beaverton by establishing an identifiable downtown and stimulating downtown redevelopment. The Downtown Design Project will develop an Urban Design Framework, informed by community input, that will guide future downtown development.

The following is a summary of notes and comments received from the community during an Open House at Beaverton City Library on Saturday, February 24th for the Downtown Design Project.

Participants were presented with draft plan alternative sketches, based on primary topic areas (Character Areas, Circulation/Mobility, Open Space/Natural Areas, and Development Strategies) for Urban Design Framework elements in Downtown Beaverton. Each topic area was set up as an individual station at which participants could visit and offer comments. Below are the key takeaways from each station. Full size images of each topic area poster can be found at the end of this document.

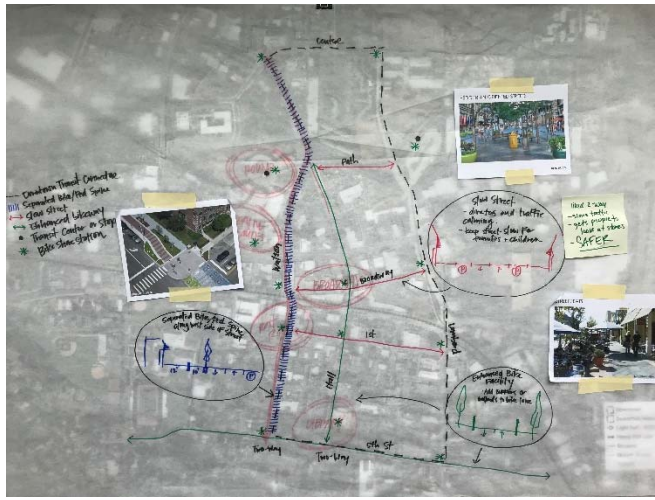


### Character Areas

Community members expressed interest in seeing distinct variation in character, building intensity, and sense of place across Downtown. It was repeatedly noted that the character of Old Town (specifically around Broadway and the Historic District) can and should be distinctly different from that in Beaverton Central, which is north of Canyon Road. In general, the precedent images illustrating a range of development types and densities

resonated strongly with the participants.





## Circulation/Mobility

Community members expressed strong interest in making it easier to move between Central Beaverton and Old Town. They favored the concept of a circulator path or route that connects activity areas and destinations throughout Downtown. The concept of a shuttle bus was well received, but participants noted that the shuttle would need to provide high frequency of service to be an attractive option. Participants also noted a desire to have more and better bike/pedestrian access and

infrastructure throughout Downtown.

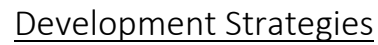
Overall, there was a preference stated by community members for making Hall and Watson two-way streets in the future. The two streets currently make up a one-way couplet. Participants saw de-coupling of these streets as a way to slow traffic, increase pedestrian/bike connectivity, and increase retail activity.



## Open Space/Natural Systems

Participants at this station consistently noted support for adding more open space into the fabric of Downtown, and relayed the importance of natural elements to the identity of Beaverton (visibly evident today in many areas of Beaverton today, but not as strongly in Downtown). A variety of open space types were suggested including plazas, community gardens, sculpture gardens, dog parks, etc. The idea that open space character would vary from Beaverton Central to Old Town resonated

strongly with members of the community. The proposal to integrate creek enhancements (paired with trail enhancements) into the overall open space network was a topic that stood out as a high priority for many participants. There was also a desire expressed repeatedly to integrate landscaping and open space improvements into street and connectivity enhancements.



Community members favored the pedestrian-oriented environment depicted in the sketch, particularly regarding the open spaces, and recapturing streets as functional public spaces. Some expressed concern for parking locations in future redevelopment schemes. However, it was also noted that vehicular use may change in the future with the growing popularity of car-sharing programs and technologies.

## APPENDIX I: DETAILED TRANSCRIBED NOTES

FEBRUARY 24, 2018 | 10:30AM-12:30PM

**The following notes reflect detailed comments provided by the community in reaction to each of the four topic boards displayed at the open house. Information was recorded on flipcharts, and participants had the opportunity to mark ideas they agreed and disagreed with.**

**Character Areas (Please see the character areas map in Appendix II to find the locations of areas A through F.)**

- A. Transit Oriented Development (4 agree, 0 disagree)
  - High density residential near MAX is great!
  - Support for higher density/more stories with ‘people-scale’ at street level
  - Support for mixed use near Lombard Transit Center
- B. Mixed Use Retail (3 agree, 0 disagree)
  - Mixed use/retail – awesome!
- C. Lower Scale Residential (1 agree, 1 disagree)
  - Lower scale residential – Yes!
- D. Creative Office (2 agree, 0 disagree)
  - Like the idea of building this area out
  - Creative office – yes!
- E. Medium Density Residential + Mixed Use (3 agree, 0 disagree)
  - Support higher density residential at human scale in these areas
  - Yes!
- F. Restaurant Row / Old Town (5 agree, 0 disagree)
  - The character as-is is great. “Clean it up”
  - Encourage restaurants! Yes – so we don’t have to go to Portland for good food.
- G. General Comments
  - Mixed use is good
  - Encourage high density dwellings
  - Discourage high-density dwellings’ need of parking (i.e. car-free residences)
  - Don’t create zoning that mandated a finished product, create zoning that allows it
  - Build/add close to Beaverton Transit to lower crime activity! (another commenter agreed)
  - How do we tie it all together to give unity? Is it the walking path? A unified look to Watson?
  - Make sure to have more events like this throughout the project (before everything is decided) (another commenter agreed)
  - Need connectivity via alternative transportation (bikes, etc) to surrounding areas
  - Encourage walking paths
  - Creek trail! Development will follow and benefit (another commenter agreed)
  - And more green spaces!
  - Dog parks (another commenter agreed)



- Urban parks > dog parks (another commenter agreed) (another commenter said “Let’s do both!”)
- We need to do something about traffic!!!
- Put Watson on a road diet to create a street for people instead of cars!!
- Traffic on Canyon and Farmington is intimidating/unwelcoming
- Sync walk signals at Farmington and Broadway crossings
- I think that we should make more transportation
- Need for more “activities” to bring me downtown (e.g. restaurants, community events)
- Partnership with universities – for student housing (brings urban energy!)

## Circulation/Mobility

- So much opportunity begging to be included between Hall and Lombard
- I am willing to prefer ‘the greater good’ over my convenience to make Beaverton more pedestrian friendly
- We walk our neighborhood daily and Progress Ridge and Fanno Creek occasionally. What if we could walk Beaverton ‘Downtown’? Along creek side (or outdoor dining?) maybe all the way from Fanno Creek? (another person supported this comment)
- More cycle rentals and lanes like in Downtown Portland
- Have some sort of mass bike parking in a central area (along Broadway?). Something like the cage at Beaverton Transit Center
- Get the input of people that are frequent pedestrians and cyclists in ped/cycling decisions so that changes work well for peds/cyclists
- Circulator is a must for the area
- Frequency of service is the highest priority
- Support the idea of Watson/Hall as Phase I of rail/shuttle and Watson/Lombard as Phase II
- The circulator should be a shuttle instead of rail (lower cost and higher flexibility)
- Run the circulator up to Cedar Hills Crossing/Powell’s (lots of development up there)
- If the circulator is able to go to Cedar Hills Crossing, Hall loop is better because it could have more frequent service. If not, Lombard loop is better to cover more space. Frequency of service matters.
- See if it would be beneficial for circulator loop to include Stuhr Center
- Please keep Hall/Watson one-way streets. It’s much easier to cross without lights as a pedestrian
- With traffic slower it will be easier to cross as a pedestrian with two-way streets
- In support of Hall/Watson being two-way (another person supported this comment)
  - Slows traffic
  - Gets people to look at stores
  - SAFER
- Slower traffic isn’t a bad thing!
- Eliminate the right turn from Watson onto Farmington

- Support parking structure Downtown around the Farmer's Market

### Open Spaces/Natural Systems

- "This is what makes a community"
- Small hidden plazas and gardens
- Urban community garden
- Sculpture gardens
- Gallery spaces around the Arts Center
- No arches!
- Savannah
- Dog parks (particularly in Old Town)
- Dog bag stations
- Stormwater treatment (functional landscaping)
- Athletic loops with wayfinding signage
- Saturday crafts market at the Round – connect with a shuttle
- Branding bike facilities
- Trolley circulator
- Examples
  - Bend – Deschutes River as a landmark/icon of Downtown
  - Cornell past Murray
  - Nike 154<sup>th</sup> Terrace
  - Campus Martius Park, Detroit

### Development Strategies

- Opportunities seen in sketch
  - City for people!
  - Themed destinations
  - All of Beavertown pedestrian only?
  - Really like the courtyards
    - Sheltered places
  - Savannah: squares and parks strategy
  - Dog park! Where?
- Constraints seen in sketch
  - Placement of traffic signals at Watson and Broadway and Farmington
  - Synchronized pedestrian signals on Watson crossing railroad and Farmington
  - Walk signal with WES crossing!
  - There is a lot of parking, but it's never where you want it.

- Circulator?
  - Lyft/Uber?
  - Bike Share?
- Car share “loading”
- Zip car parking lots
- Food cart pod visitors crossing from parking lot is dangerous

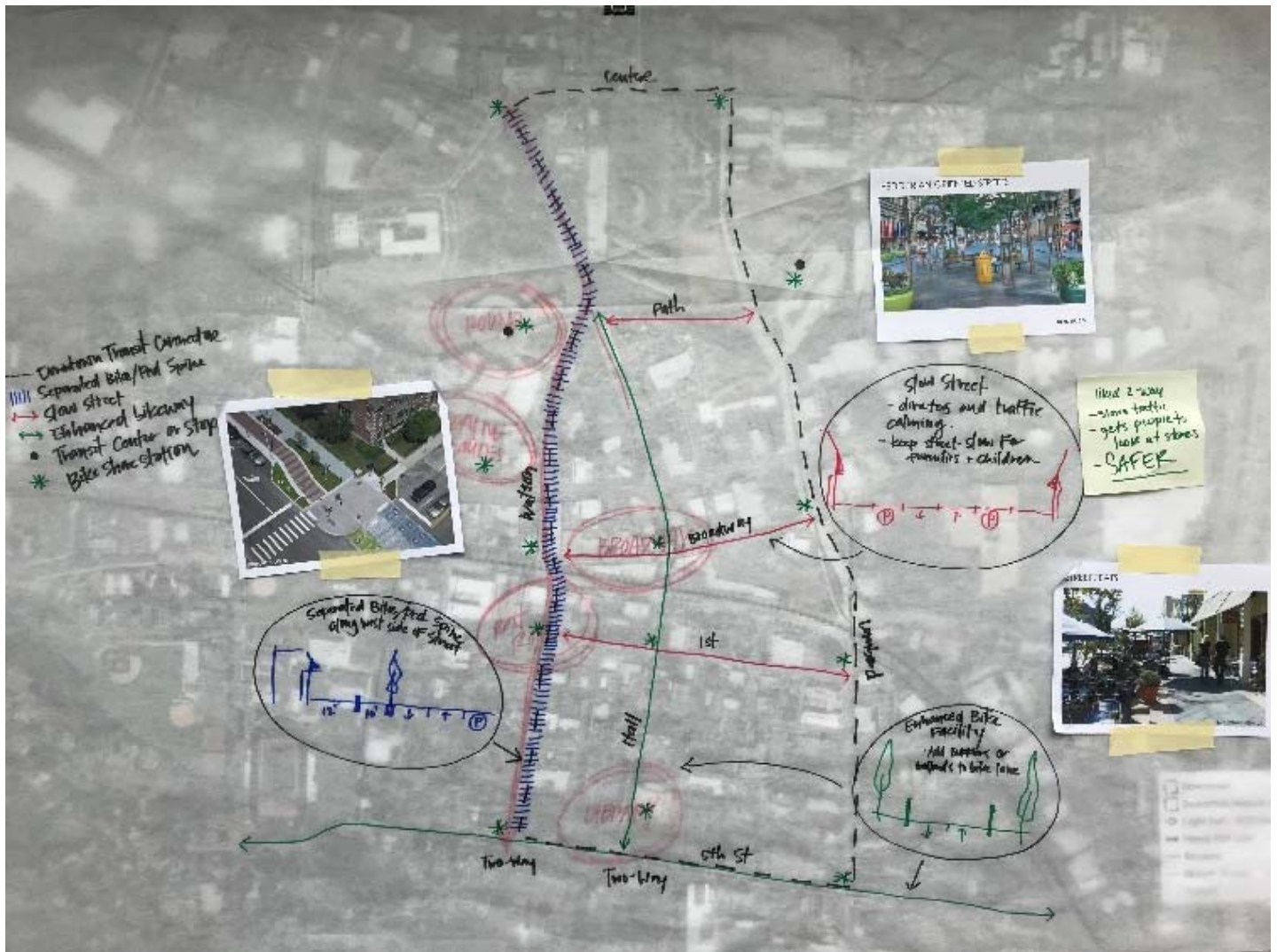
## APPENDIX II: TOPIC AREA POSTERS

FEBRUARY 24, 2018 | 10:30AM-12:30PM

### Character Areas



## Circulation and Mobility





## Open Space/Natural Systems



## Development Strategies

